

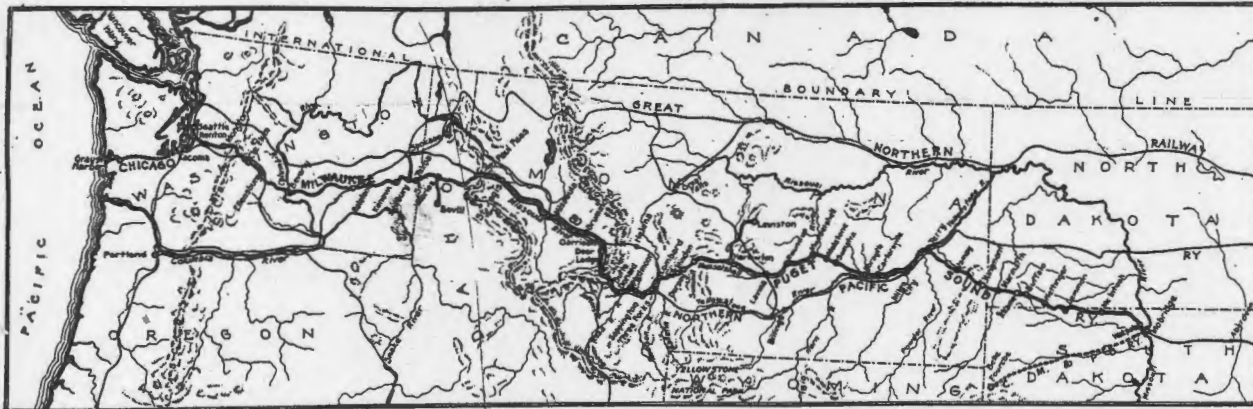
Country Traversed by Chicago, Milwaukee & Puget Sound

The accompanying sketch shows the route of the Chicago, Milwaukee & Puget Sound Railway from Moberidge, S. D., to the Coast: Starting from Moberidge, S. D., on the Missouri river, the new line crosses the river a few miles north of that point by a high bridge of three long through-truss spans. After leaving the Missouri river bridge, which is located at the mouth of the Grand river, the line immediately leaves that stream and proceeds in a north-westerly direction up the valley of Oak creek, to Inyan, a distance of 45 miles, whence it runs almost directly westward, close to the boundary line between North and South Dakota. McIntosh and Lemmon, S. D., are two new and rapidly growing towns on this portion of the line. The road crosses the state boundary east and west of Lemmon. This portion of the line passes entirely through the Standing Rock Indian reservation, which is 80 miles wide, east and west, Lemmon being the first town outside of the reservation. This is a very rich grazing country, but the tilling of the soil is now being taken up.

After leaving Hettinger, N. D., the line swings rather

widely advertised Judith farming district, to Lombard on the Missouri river, and from Harlowton to Lombard this Montana railroad forms part of the new line. But little of the old roadbed has been utilized, however, most of it having been relocated and rebuilt to reduce grades and curvature; and the remainder will be rebuilt later on. At Lombard the line crossed both the Missouri river and the Helena branch of the Northern Pacific railway. At Sappington and the new road again crosses the main line of the Northern Pacific railway.

After leaving the Missouri river the grade of the road is ascending for a distance of 176 miles, to Rhame, N. D., whence it is down grade 14 miles to Marmath, on the Little Missouri. The grade is then ascending to Kingmont, Mont., 16 miles, and descending again from Kingmont to Terry, 70 miles. From Terry the grade is ascending to Sumatra, a distance of 134 miles, whence it is descending to Melstone, 16 miles. From Melstone westward the grade is ascending along the Musselshell river all the way to Summit, 151 miles. The station Summit is on that part of the old line of the Montana railroad which



Route of the Chicago, Milwaukee & Puget Sound Ry

north of west, and strikes the Little Missouri river at a new town called Marmath, N. D. West of the Little Missouri river the general direction of the line takes a full northwesterly course, following O'Fallon creek for some distance and striking the Yellowstone river at Terry, where that stream is crossed and following on the north or left bank until a few miles east of Miles City, and a new station is constructed at this point. Crossing the Yellowstone again just west of Miles City, the line continues westward, following close to the river for upwards of 50 miles, and then cuts across country to Musselshell, in the valley of the Musselshell river. This stream is followed a distance of 120 miles, meeting the Montana railroad at Harlowtown, which has been acquired by the Chicago, Milwaukee & Puget Sound Railway. This road runs from Lewiston, in the

has not been reconstructed, and at present the grades are quite heavy, but this part of the line will be reconstructed to bring the grades down to a maximum of 1 per cent. Westward from Summit the line passes through the canyon of Sixteen-mile creek, along which there is much fine scenery. At Piedmont the line rises again, crossing the Rocky mountains at Donald. From Piedmont to Donald, 20 miles, there is uniform grade of 2 per cent. West of this summit, to Newcomb, there is a uniform down grade of 1.66 per cent for a distance of four miles. These grades are compensated and eased one-tenth for sidings. At Donald, which is located on the continental divide, the line passes through the Pipestone Pass tunnel, 2,263 feet long.

(To be Continued.)

C. M. & P. S. TAKES OVER TACOMA EASTERN. . .

Official announcement has been made of what has been for some time suspected by railroad men, that the Tacoma Eastern road is owned by the Chicago, Milwaukee & Puget Sound, and in connection with the announcement several changes have been made in the officials of the Tacoma Eastern Company.

H. R. Williams, president of the Chicago, Milwaukee & Puget Sound, has been elected president of the Tacoma Eastern, succeeding Edward Cookingham. John Bagley who has been practically the constructor of the road, was elected vice-president and general manager. R. M. Calk-

ins is the new traffic manager. Mr. Calkins is traffic manager for the Chicago, Milwaukee & Puget Sound railway.

It is understood that the road will be extended, but will remain independent of the Chicago, Milwaukee & Puget Sound railway, in-as-much as it will retain the old name, and be operated as such.

Preliminary surveys are being rushed on the new Portland-Tacoma double track Northern Pacific, Union Pacific and Great Northern lines. It will probably be several weeks before bids are called for on this work.